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AMERICAN, 40; understands all kinds of repairs thoroughly. Address B. K., Box 40. Tribune Uptown Office, 1,364 Broadway.

LANCASHIRE HOME RULE attracted the attention of municipal reformers

Illustrations of Miscalculated Enter-

Tradition has not suffered this Lancashire town to sleep. An ancient port, whose first charter dates from the reign of Henry I, at the opening of the twelfth century, Preston has been fighting with nature decade after decade for its passage to the sea. The beds of gravel at the mouth of the Ribble have broadened and deepened, and the passage to the Irish Sea has narbrowed and become more tortuous, while the ships an foreign and coasting trade have been adding to their draught; but the people of the town have never been able to forget that commerce has come up the river time out of mind to their doors. Manufacturing interests have steadily increased and population and prosperity have come with them; yet the town has not been satseled with enlarged railway facilities with Liverpool and other ports, but has been determined to preserve its maritime traditions and to keep the channel to the outer bar unobstructed. Like all struggles against nature, it has been an arduous contest. About a century ago it opened with legislation empowering a private company to dredge and improve the waterway so as to enable merchant ships to deliver their wares and to carry out their cargoes, as in ancient times; and as many as six supple mentary acts were passed, decade after decade, until the resources of private enterprise were exhausted. In 1883 the town corporation came to the rescue of these maritime interests, and ofter purchasing the various undertakings of the Ribble Navigation Company, diverted the course of the river and constructed a large dock After fresh legislation had been secured and repeatedly amended, and a commission of the ablest engineers in England had surveyed the estuary and revised the plans for training walls and waterway, the borrowing powers of the corporation were strained and \$6,197,740 expended in developing the trade of the port. Yet the work was not complete, for, while the coasting id run into the great dock, large foreign vessels could not go over the outer bank. The expenditure of \$1,000,000 was required for the extension of the training walls so as to secure an increasing depth of water and a direct course to the sea.

Manchester has had a similar experience on a large scale. The town corporation there, when could, supported the failing enterprise, advanced \$25,000,000, was allowed to name eleven out of twenty-one directors, and, was forced to levy a rate of 51-d, on the pound for the maintenance of the work and to accumulate a doubtful municipal asset of \$8,729,775 in areven larger burdens than Manchester proportion to population and ratable values for, while it pays \$180,000 annually toward the Ribble improvements, this is equivalent to a expenditure of \$100,000 for ten years, and fresh interest charge of \$4,250, with no prospec e prosperity of the town. The corporation ce the situation that the expenditures largely increased before there can be any return for the enormous sum already in-They complain that there have been costly errors and miscalculations at every stage of the undertaking, and are disposed to question the wisdom of the whole scheme of converting the town into a port when nature must be fought yard by yard and year by year with the shifting of the sand deposits and the movement of wind and tide. Indeed, it is highly probable that the town would be in a better way to-day if it had been further inland and had lacked the traditions of maritime history from the time of the Norman Conquest, for Lytham and Southport would have been left to burrow their way through the banks to Pinfold Channel and Bog Hele, and to compete with each other and with Liverpool and the Clyde ports in foreign trade.

The experience of Manchester has been repeated at Preston in another respect. With the heavy burdens involved by the maintenance of improvement works in the interest of foreign trade, it has been necessary to pinch and scrape in other directions so as to balance the municipal accounts on the right side. In Manches, ter the net profits of markets, gas and tramways amount to \$625,000 annually; and this is equivalent to a saving of nine pence in the local rates, or a penny halfpenny more than is expended on the ship canal. In Preston the profits from markets, estates and other sources are \$60,500; but this is equivalent to a saving of eight pence in the rates, or barely one-half the annual cost of the Ribble works, without the additional investment of \$1,000,000 for lengthening the training wails. There is, however, a promise of increased profits from the electric tramway service, which was introduced last year, and is now in successful operation. The corporation was not compelled to purchase the plant and goodw'll of private companies, as many English wu...icipalities have done, and to carry thereby an increased burden of 40 per cent in outlay. This is a point on which formers in America cannot lay municipal undue str The Preston Town Council had constructed e tramways and had never surrendered the ntrol of the roads, and when the leases of the . mway companies expired, it dil not renew the n. but itself entered into the business of opera. 'ng its lines with its own electric equipment. It was necessary to reconstruct the lines on all the router and to provide a power station and fresh equipment of cars; but the work has been done most economically and scientifically under the direction of Mr. Walter H. Tittensor, engineer and tramway manager. To him I am indebted for the privilege of inspecting what may be considered a model power house and of obtaining full explanations of a remarkable measure of administrative economy. This economy consists in the supply of all the power required for the movement of the tramway cars from the waite steam of street refuse destructors. While the sewage of the town is disposed of by irrigation on a large farm, the

street refuse and garb ge are burned in de-

structors adjoining the electric power house, These destructors have a capacity for burning

160 tons daily, but only eighty tons are now

emptied into the hopper in front of the furnaces.

This supplies enough steam for keeping all the

tramcars in operation, and with an allowance of \$4,5.00 a year from the Tramways Depart-

ment, the destructors are maintained without

cost and are gradually pay ig for themselves by means of a sinking fund. This system has: been in operation for twelve months and has

pressure of 200 pounds is maintained and the power is supplied so continuously that the two large Lancashire bollers in the power house are not required. If the refuse and garbage, which prise and Scientific Economies. are now most economically collected and destroyed without offensive fumes, were more than Preston, England, August I. doubled in quantity the Town Council might have the waste steam needed for lighting Preston; but it is well satisfied with its success in moving the tramway cars at a minimum cost

per unit. The conversion of the town waste and scavengering into electric power for moving 159,000 passengers a month is an achievement upon which municipal socialism is entitled to receive congratulations. The steam from the destructors enters the boiler house at one end; and at the other end of the engine room is the switchboard for directing and controlling the electric energy throughout the town; between the hoppers and the tramcars there is a complete demonstration of municipal efficiency reduced to the lowest terms in economy. If the stranger in this invigorating Lancashire town begins by wondering why so costly a scheme as the Ribble estuary improvement was ordered for an industrial centre with ample railway facilities for the accommodation of manufactures, and with no apparent necessity for reverting to its ancient state as a shipping port, he ends by admiring the practical intelligence which does not allow the steam from the street refuse to go to waste, but utilizes it for ministering to the comfort and welfare of the people. Neither Preston nor Manchester ought

to have attempted to rival Liverpool as a ship-

ping port, and each is paying the penalty in

heavy taxation for reckless and unnecessary en-

terprise. Yet extravagance in these costly

undertakings has its compensation in scientific

economy in other branches of municipal ad-

ministration. The complaints of taxpayers must

be met by striking evidence of efficiency and

retrenchment in the public services; and this

may be haunted with traditions of its ancient

maritime prestige; but municipal socialism

comes to the rescue, and with inventive clever-

ness demonstrates its right to be called a well

done in one town as in the other. Preston

throughout the United Kingdom. A uniform

THURSDAY'S RISERS WEAK

governed community.

Soaring Stocks Settle-Few Transactions in Them.

The stocks which had been the leaders in Thurs. lay's sharp advance were inconspicuous yesterday, Delaware and Hudson, which had shot up 19% points on the former day, and had closed at a net 214%, closing at the bottom. Of Lackawanna, which d on the preceding day advanced 1912 points to 468%, only 200 shares were sold yesterday, at 470, ois Central, up 614 points on Thursday, closed esterday % down

With the checking of the rise of the Delaware and Hudson occurred a subsidence of the flood of control" rumors affecting the property. For commarket feature yesterday, soaring to 309 and clos-ng 12% points higher than on Thursday, at 306. g 12½ points higher than on Thursday, at 366, orthern Pacific made a maximum advance of 4½, sints, retaining at the close 1½, of the gain, and I of the Grangers were strong, as was the genal list, the crop report being the principal stimuting influence. One of the day's rumors was a vival of the old story that the Pennsylvania aliroad had obtained control of the New-Haven, at the movement of the two stocks did not tend confirm the report. Pennsylvania gaining only per cent and New-Haven ½. The speculation sterday showed a broadening tendency, with stal sales in excess of 1,000,000 shares, representing ansagtions in 173 different issues.

OIL RATES REDUCED.

Southern Product Now Able to Enter the Standard's Field.

Washington, Aug. 11.-Sweeping reductions on orthbound freight rates on petroleum products, so to make the tariff northbound and southbound uniform, especially noteworthy in view of recent charges of a combination between railroads and the Standard Oll Company for exacting higher filed with the Interstate Commerce Commission to-day by the Illinois Central and Louisville and Nashville railroads. The reductions are: From New-Orleans to Chicago, from 41 cents a hundred pounds, to 23 cents; to St. Louis, from 35 to 18 cents; to Cincinnaii, from 39 to 22½ cents, and to Louisville, from 35 to 18 cents.

CHAIN GANGS IN WARREN COUNTY.

Wife Beaters and Tramps to Work on the Public Highways.

Belvidere, Aug. 11 (Special).-Hereafter most of the work done on the roads of Warren County will be done by chain gangs of criminals and tramps. The ordinance providing for this was passed last night by the Warren County Board of Freeholders. The scheme has been tried in other counties, with the result of clearing those counties

The ordinance was presented by Messrs. Kenney. of Phillipsburg: Thatcher, of Washington; Hoag-land, of Blairstown; McClellan, of Hackettstown, and Lain, of Belvidere. The ordinance directs that the county provide balls and chains and employ guards as well as furnish food and clothing, and compel wife beaters, tramps and other petty crimhals to work on the public roads of Phillipsburg, Washington, Belvidere, Hackettstown, Blairstown

and other parts of the county.

Freeholder Kenney stated that the measure was necessary, because the bills paid for the support of the jail, including fees to the various officers, have greatly increased the last year. The ball and chain, he said would have a salutary effect on petty criminals and help effect the much needed improvement of the public highways.

KNICKERBOCKER INVESTMENT CO.

Trenton, N. J., Aug. 11.-Vice-Chancellor Bergen to-day filed an opinion in the matter of the receivership of the Knickerbocker Investment Company. In it he says he will sign an order discharging Jerome D. Taylor as receiver for the company. The receiver was appointed a short time ago as the result of the suit of H. K. Stokes and others, who alleged that the company was in-

ATTACHMENTS AGAINST ELLIS CO.

The Sheriff yesterday received two attachments, aggregating \$7,494, against property of the A. J. Ellis Company, contractors, a foreign corporation; one for \$6,661 in favor of J. Meurer, and the other for \$833, in favor of the National Lead Company A deputy sheriff attached \$96 in a local bank.

PETITIONS IN BANKRUPTCY.

The following petitions in bankruptcy were filed

vesterday with the clerk of the United States Dis-An involuntary petition was filed against the Ac

PROBE TO BE GENERAL.

HUGHES TAKES RETAINER

Will Be McKeen's Associate for the Insurance Investigation.

The legislative insurance investigation committee will not examine the affairs of insurance companies individually, but, to a large extent, collectively, according to the statement made to a Tribune reporter yesterday by a prominent ember of the committee.

Mr. Folk declared last night that the legislative committee had told him that the New-York Life was the first on the list for examination.

"Although features of the Equitable Society, for instance, will require a separate examination," said he, "there are many features, such as auxiliary companies, syndicate transactions, methods of business, etc., common, more or less to all the companies, and they will be so examined "

This will mean the taking of testimony of officials of various companies at the same session, as was the case in the recent legislative gas investigation, although the outcome of that investigation went to show that the diverse lighting and power companies were practically one and the same.

It will not mean, except to a limited extent, that the companies will be subject to entirely distinct and separate investigations.

According to a typewritten statement issued with the knowledge of the officials of the New-York Life Insurance Company, the extra examination of this company will be completed early in the investigation, if not at the beginning. The statement referred to closes with the assumption that the committee will have finished its inquiry into the affairs of the New York Life by October 1.

In the first "group," it is said, will be the New-York Life, the Equitable and the Mutual. James McKeen, the committee's counsel, declared positively, however, that he did not know as yet which would be first.

As the result of its investigations, it is said. the committee will recommend the adoption of uniform life insurance policy. R. E. Folk, the State Insurance Commissioner

for Tennessee, said that the committee, through its counsel had assured the commissioners that its services would be available should they wish to examine trust companies in this State Such examinations are outside the jurisdiction of insurance commissioners. Interstate as practical substitute for federal supervision is said to be the end sought by the commissioners now in this city.

With this object in view, it is planned to lay proposal before the National Association of Insurance Commissioners at their meeting next

mittee, Charles E. Hughes sent a cable message yesterday accepting the offer of a retainer as Mr. McKeen's associate. Mr. Hughes, who by last accounts was in Munich, is expected here before the opening of the first public session Regarding Mr. Hughes's affiliations, it was

said last night that Mr. Hughes was not only James W. Alexander's counsel in Mr. Alexander's mutualization plan, but was affillated with the Mercantile Trust Company in three suits now closed, which had been brought by it against the United States Ship Building Com pany. Although it was the Mercantile company which carried the mysterious \$685,000 loan for the Equitable, there was no indication that Mr. Hughes had any connection with or knowledge of the loan. Thus far Joseph H. Choate has not accepted

the offer of a retainer as advisory counsel, but Senator W. W. Armstrong, chairman of the committee, has every hope that he will do so, Mr. McKeen, who has plunged already into

the preliminary work, sets August 26 or 28 as On behalf of the committee it was announced that probably the sessions will be held, after all in the Criminal Courts Building, instead of the City Hall. The decision has been left to a sub

NEW-YORK LIFE SEEKS PROBE.

The six State insurance commissioners paid a visit to the offices of the New-York Life Insurance Company in the morning. They called upon John A. McCall, the president, at about 11 o'clock and remained in consultation with him until 1:30. At the close of the conference Mr. Folk gave out the following statement on behalf of the commissioners and the company

At a conference between the commissioners of Tennessee, Kentucky, Minnesota, Wisconsin, Nebraska and Louisiana and President McCall and other officers of the New-York Life Insurance Company, held at Mr. McCall's invitation, Mr. McCall stated that the company would welcome a full and complete examination of its affairs, and hoped that, if interstate examinations of life insurance companies were to be made, the New-York Life Insurance Company would be the first examined. This was agreed to.

It being the desire of the commissioners and the company to avoid conflicting with the work of the New-York legislative committee, it was decided that the examination should begin on October I. It was assumed that the New-York legislative committee will have completed its inquiry into the affairs of the New-York Life by that time. At a conference between the commissioner ennessee, Kentucky, Minnesota, Wisconsin,

In the morning the full committee met in Mr. McKeen's New-York office, going over with him at length the general outline of the scope of the work. Mr. McKeen has now left town, but will return to-morrow night.

The various members of the committee left the city for their homes last night, to be absent over Sunday. Chairman Armstrong will be back in town on Monday night. Some of the other members will not return to town until the actual sessions shall begin.

A quiet meeting, informed by nothing of public interest occurring, according to President Morton, was the regular session of the executive committee of the Equitable. Nearly every member of the committee, including Senator Depew attended the session.

Mr. McKeen said yesterday:

In my acceptance of the position of counsel to In my acceptance of the position of counsel to the committee there was no limitation imposed on my power to investigate, nor was there any un derstanding that any person was to be protected. But it should be remembered that a legislative committee is not a grand jury, nor its purpose to bring individual wrongdoers to justice, though the results of the present investigation might be used by the proper officers for such an end. The purpose of all legislative investigation, as in the presencase, is to find a basis for new legislation, which shall remedy the wrong conditions.

An involuntary petition was filed against the Account Audit Company, No. 3 East 17th-st., by Barkowitz & Proper and other creditors, with claims of \$500. Judgments are complained of by the petitioning creditors.

An involuntary petition was filed against Speir, Wais & Suskind, furriers, No. 570 Broadway, by Gitler & Cohn and other creditors, with claims of \$1,48. Preferences are alleged. E. B. Hamilin was appointed receiver, with a bond of \$500. The menthal & Mell, No. 444 Greenwich-st., by Abraham Elfenbein, holding an assigned claim from the Mattual Alliance Trust Company amounting to \$5,000. Preferences are alleged.

An involuntary petition was filed against Louis Prank, jobber in woollens at No. 52 Franklin-st., by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors, with by H. W. Mall & Co. and other creditors are complained of. G. B. Blank was appointed reare complained at \$40,000, with assets of \$10,000. The debts are estimated at \$40,000, with assets of \$10,000. The debts are estimated at \$40,000, with assets of \$10,000. The claim of \$2,500 are complained of. Co. \$2,500 are complained of. Co. \$2,500 are complained of. Co. \$2,500 are complained of \$2,500

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Single insertions 5 cents per line. Sixteen words seven times consecutively, 11, which entities advertiser to have rooms entered in The Tribune s Directory of Desirable Rooms for a period of fourteen days. Write for

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ERTY STORAGE AND WAREHOU MPANY, 43, 45 and 47 West 64th 8

MYANY, 43, 45 and 47 West eithes.

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30Y, 19, French, at anything. MARIUS

BOY, 17, at anything. FRANCIS WAL-POLE, 1,950 2d-ave. BOY, 17, in office or or as stock boy; pub-lic school graduate, excellent school rec-emmendation; advancement, DOERSCHUG, 74 Himrod-st., Brooklyn.

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BOY, 17, wishes to learn electrical engineer-ing or instrument trade; willing and not afraid of work. Address F. NETHING, 32 Hemlock st., Brooklyn.

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DRIVER. By young man. 23; can give good references; not afraid of work MORRIS GOLDBERGER 2,114 Lafontaine ave. The Bronx.

ELDERLY AMERICAN, unencumbered, experienced business gentleman, will protect your interests in anything honorable. ere: will travel as

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FIREMAN.—By German; married; experi-enced; not licensed; in factory or office building. OTTO DECKERT, care of Mrs. Schmitt, 354 East 55th-st.

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MACHINIST - By first class, all around man with fifteen years' experience on light and heavy machinery; best references as to sobriety, honesty, etc. M NAUGH-TON, 340 West 45th st.

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PAINTER, &c By German; experienced; steady job, painter, decorator or varnisher in factory or for landlords; was bosses years; best references. PAINTER, 1 Pennsylvania ave., Brooklyn. PAINTER, paperhanger and plasterer; work for boss, landlord or estate, or take justifor's place for two or more houses steady, New-York or Brooklyn. H. KOPP, 516 East 15th-st. PORTER.—Colored; in store, office building or clubhouse; references. Call or address JESSE WELLS, 199 West 184th-st.

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New proposition on New-York morning newspaper for city and out of town, steady work to good men, transportation furnished; start immediately. William H. Gl.ThillUS, 8 a.m., Room I, Tribune Building. 83 DAY AND COMMISSION. PAINTER, decorator, paperhanger, pre-pared to meet all requirements; real estate, hardlords or private; reliable, re-sponsable; get my estimate. DECORATOR WANTED—Bright active young man as outside man, daily newspaper, one acquainted among real estate people preferred, salary and commission, with chance for advancement to the one who does the business. Address, with reference, Mr. H. G., Box 45, Tribune Office. SALESMAN, &c.—By man; experienced in family wine and liquor business; good inside salesman and driver. RICH, GANS, 1,504 2d-ave.

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